# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-SM-1	32.0 - 32.2	04-1J5900	N/A
DistCoRte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.
activities involved in this box. Use	: (Briefly describe p Continuation Shee	project including need, p ot, if necessary.)	urpose, location, limits, right-of-way requirements, and
Protection (RSP) along an at Surfer's Beach in the City a 400-foot section of an info pathway but would connect as well as a staircase to prothe CCT. The Project area of	approximately 1 y of Half Moon I primal pedestrial to the existing ovide permanen encompasses a	noreline Protection I 175-linear-foot secti Bay in San Mateo ( In trail through Caltr California Coastal ( Approximately 3.6 a	ne County of San Mateo (County) propose the Project (Project) to install Rock Slope on of eroding ocean bluff adjacent to Route 1 County, California. The Project includes paving ans right-of-way. This trail is not a designated Frail (CCT) north and south of the Project site he beach. These connections will not impact cres, the majority of the Project area is small portion to the south is owned by the City
erosion while a long-term so	al access and re plution to protec	ecreation. This Proj ct Route 1 from futu	ollapse of the Route 1 highway embankment ect would provide an interim solution to reduce re instabilities at Surfer's Beach is identified. A pacts follows on the continuation sheets.
If this project falls within exempt where designated, precisely may     There will not be a significant cu     There is not a reasonable possit     This project does not damage a	class 3, 4, 5, 6 or 1 pped and officially a mulative effect by to clity that the project scenic resource with site included on any	I1, it does not impact an adopted pursuant to law his project and successi t will have a significant e thin an officially designa list compiled pursuant t	ve projects of the same type in the same place, over time.  effect on the environment due to unusual circumstances.  ted state scenic highway.  p. Govt. Code § 65962 5 ("Codeso List")
CALTRANS CEQA DETER	MINATION (CI	neck one)	
Exempt by Statute. (PRC 210	080[b]; 14 CCR 152	260 et seg.) (Adoption of	f Coastal Plans and Programs [15265c]).
Based on an examination of this pro	oposal, supporting	information, and the abo	ove statements, the project is:
Categorically Exempt. Class	1. (PRC 21084; 1	4 CCR 15300 et sea.)	are statements, the project is.
Categorically Exempt. Gener certainty that there is no possil Yolanda Rivas	ral Rule exemption bility that the activit	n. [This project does not	fall within an exempt class, but it can be seen with effect on the environment (CCR 15061[b][3].)  origuchi
Print Name: Environmental Bran		Print Nar	ne: Project Manager/DLA Engineer
Signature Signature	Date Date Date Date Date Date Date Date	18/10	4/8/15
	Dai	Signature	Date
NEPA COMPLIANCE	22 00000		
In accordance with 23 CFR 771.117 determined that this project:	, and based on an	examination of this prop	osal and supporting information, the State has
· does not individually or cumulativ	ely have a significa	nt impact on the enviror	ment as defined by NEPA and is excluded from the
requirements to prepare an Envir has considered unusual circumsta	onmental Assessm	ent (EA) or Environmen	tal Impact Statement (EIS), and
and day on our list	anoco pursuant to 2	-5 51 K // 1.11/(b).	
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# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM Continuation Sheet

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04-SM-1 DistCoRte. (or L	ocal Agency)	32.0 - 32.2 P.M./P.M.	04-1J590 E.A/Proje		N/A Federal-Aid Project	t No. (Local E	Project)/Project No.	
CALTRANS N			check one)	o. 110.	i eucrai-Alu Fiojet	LINU. (LUCAL F	Toject//FToject No.	
23 USC 326: that there are the requireme Policy Act. Th pursuant to C executed betw	The State has no unusual circulates to prepare a see State has been hapter 3 of Title	determined that th umstances as desi n environmental a n assigned, and h 23, United States and the State. The	is project has r cribed in 23 CF ssessment or e ereby certifies Code, Section	R 771.117(b). environmental that it has carr 326 and a Me	mpacts on the environ As such, the project impact statement ur ied out the responsi morandum of Under the project is a Cates	t is categoricated the country to the country to make standing date	this determination	
☐ 23 CFR ☑ Activity	771.117(d): act	ivity (d)() Appendix A of th						
CE under 23 USC 327:	Based on an ex USC 327.	amination of this p	proposal and s	upporting infor	mation, the State ha	s determined	I that the project is a	
Yolanda Riva	list.			Ron Morig	VICTOR STATE OF THE STATE OF TH			
	vironmental Bran		/15	Print Name:	Project Manager/DL	A Engineer	11-11-	
Signature	1-1-1-	1/0/	ate	Signature	A STATE OF THE PROPERTY OF THE		4/8/15 Date	
Date of Categor	ical Evolusion C	hecklist completion	n: 4/9/15		or oguivalent : 4/9/	16		
Project Descri		recklist completion	11. 4/0/13	Date of ECR	or equivalent : 4/8/	15		
the beach. The gradation of the No.1 rock and FRSP. This woul the near-term. I would be seque	RSP would he rocks would RSP fabric would reduce the The layers of enced to build	eave a top laye follow Caltransould be installe erosive potent RSP would pa up the CCT p	er of a mix of s' standard d to prevent ial of the be rtially absor ath embank	f 2- to 4-ton specification t fine particl ach which was b and defle ment simult	vould undermine of the energy of aneously with R	ately 5.25 ft a 1.8-ft-lay g out from e SR 1 at the the waves. SP revetm	thick. The yer of Backing underneath the his location in Construction tent.	
stable foot for the	This embankment would blend in with the existing RSP along the beach to the north. In order to provide a stable foot for the project, the rock revetment structure would extend along approximately 1,400 square ft of beach just below the upper shoreline embankment. No grading work will be done on Route 1 for this Project.							
The project footprint would be defined with high-visibility orange fencing in order to prevent the public from entering the work zone and to keep construction personnel from causing impacts beyond the established project footprint. Vegetation would be cleared and hauled off-site to a disposal facility.								
In excavator, rubber-tired backhoe, and front-end loader would be utilized to excavate existing fill material along the shoreline. Dump trucks would be used to haul excavated material that cannot be reused to an approved disposal facility and to deliver RSP to the construction zone. All equipment would be staged at the luff top in the paved road shoulder. After the fill has been removed, filter fabric would be installed, and then key trench would be excavated to form a stable base for the RSP revetment. A crane or excavator would be utilized to lower RSP to the beach and position it to form the revetment structure.								
pedestrian deto be installed to ir temporary beac	ur to guide th idicate the ac h access stai	e public safely cess points. A rs, and related	around the fter all cons signage wo	construction truction is could be rem	ccess to Surfer's n zone would be omplete, tempor oved. The beach CCT path and s	provided. rary traffic an access st	Signs would alignment, tairs and CCT	
No permanent u raised for Caltra	itility relocations signals.	n would be red	quired as pa	art of the pro	oject; however, ι	itility boxes	s would be	

# GATEGORICAL EXEMPTION CATEGORICAL EXCLUSION DETERMINATION FORM

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# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM Continuation Sheet

04-SM-1	32.0 - 32.2	04-1J5900	N/A
DistCoRte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

### Summary of Technical Studies

### Aesthetics/Visual

The portion of Route 1 at the location of the Project site is listed as eligible for "Scenic Highway" designation, but is not formally designated as such.

The Project area is zoned as Open Space-Active (OS-A) by the City with the intent to establish the area for "the preservation of active recreational opportunities within the city such as the public beaches, parks, playgrounds, outdoor sports and athletic facilities, recreational vehicle parks, and parking lots supporting recreational activities," as described in Chapter 18.12 of the Municipal Code.<sup>3</sup>

Construction of the Project could result in short-term impacts to visual resources through the blockage of views by construction activities, construction equipment, the staging area, and the disruption of views by temporary signage, exposure of slopes, and removal of vegetation. However, this visual impact would be temporary and views of the Project area would be substantially restored to a similar state, consistent with the visual character of areas used for active recreation, upon Project completion. Approximately 600 to 700 cubic yards of existing fill would be replaced with 2 to 4-ton Rock Slope Protection (RSP), with a top layer of 4-ton RSP approximately 5.25 feet thick to absorb and deflect the energy of the waves, visually blending in with the existing RSP along the beach to the north. No long-term adverse impacts on visual resources are anticipated.

### Biological Resources

The following summary of project impacts is based upon the Natural Environment Study-Minimal Impacts with No Effects Determination EA 04-1J9500, Surfer's Beach Shoreline Protection Project, April 2015.

Within the project footprint, the project would permanently impact 0.07 ac of coastal wetlands and temporarily impact 0.03 ac. To protect the CCC wetlands that are outside of the project limits, ESA fencing would be established.

There was no evidence of bat roosting in the willows or other vegetation within the Biological Study Area (BSA). Alameda song sparrow (*M.m. pusillula*) was spotted in the same location during several passes through the willow/coastal scrub vegetation. The willows and other vegetation form a dense thicket that provides suitable habitat for nesting migratory birds. Pre-construction surveys for migratory birds would be conducted, and appropriate buffers would be applied if migratory birds and their nests are discovered within the general project vicinity. Caltrans would follow the 2010 standard specifications for the protection of migratory birds with the exception that a 50-ft buffer would be applied to protect nesting birds rather than the standard 100-ft buffer.

Many of the special-status wildlife species listed in the databases have no potential to occur in the study area because suitable habitat is not present because there is limited potential for terrestrial wildlife to gain access to the project footprint due to very little land on the west side of SR 1 and high volumes of traffic, Therefore, terrestrial species would not be likely to successfully cross.

There are five species with the potential to occur based upon the presence of habitat or known occurrences within the study area, including green sturgeon (*Acipenser medirostris*), central California coast steelhead (*Oncorhynchus mykiss irideus*), chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), and saltmarsh common yellowthroat (*Geothlypis trichas sinuosa*) (nesting habitat).

The narrow strip of beach within the BSA does not provide suitable haul-out habitat for marine mammals due to frequent disturbance by the public for recreational use. The marine waters adjacent to the project footprint provide foraging habitat for green sturgeon, steelhead, and Coho salmon, but there is no spawning habitat within the BSA.

<sup>1</sup> http://www.dot.ca.gov/hq/LandArch/scenic/cahisys.htm

<sup>2</sup> http://www.dot.ca.gov/hq/LandArch/scenic/schwy.htm

<sup>3</sup> http://www.codepublishing.com/ca/halfmoonbay/

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# CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM Continuation Sheet

04-SM-1	32.0 - 32.2 04-1J5900	N/A		
DistCoRte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.	

There are three special-status animal species with occurrences within 2 miles of the project location. These include the California red-legged frog (CRLF), San Francisco garter snake (SFGS), and the saltmarsh common yellowthroat (SMCY). All of the occurrences are for frogs beyond the urban community. None of the creeks are hydrologically connected to the BSA. There is no suitable breeding or dispersal habitat for CRLF in the BSA.

For SFGS, None of their preferred habitat is present in the BSA, and there are no suitable protected basking sites necessary for thermoregulation. Their main prey base consists of CRLF and Pacific chorus frog (*Pseudacris regilla*). There is no suitable habitat present for either of the species within the BSA.

The drainage that outlets through the twin box culvert to the north of the project would not support either of these species due to lack of habitat and exposure to saltwater that enters the culvert during high tides.

SMCYs nest in fresh and saltwater marshes and creeks where thick vegetation is present around the water source. Even though the willow/coastal scrub vegetation is suitably thick, there are no marshes or permanent sources of water present; therefore, this species would not be likely to nest within the project limits.

A portion of the project's newly paved informal pedestrian trail and the beach access stairs would permanently impact 0.07 ac of willow/coastal scrub habitat. A total of 13 willows with a diameter-at-breast height (dbh) of greater than 4 inches would be removed, and a total of 30 willows would be replanted in the slight depression in ice plant removal area. Caltrans also proposes to employ a combination of restoration treatments:

- Revegetation of 0.03 ac of the CCT embankment with native grasses and herbaceous species found in willow/coastal scrub habitats
- Removal of invasive species that are suppressing growth of native species in the willow/coastal scrub habitat from 0.24 ac.
- Removal of iceplant from 0.07 ac (enhancement).
- Replacement planting of 30 willow trees, planting of wild strawberry, and seeding of native vegetation within the iceplant removal area.

Avoidance, minimization and restoration measures are summarized in the project Environmental Commitments Record.

#### Cultural Resources

A literature review was completed at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS), located at Sonoma State University, Rohnert Park on Friday September 19, 2014. In addition to the Project location a ¼ mile buffer was researched to determine if previous archaeological surveys had been conducted and to identify any previously recorded archaeological or historic resources (cultural resources).

A review of previous data reveals no recorded archaeological resources or historic architectural resources located within the Project area. In addition, no archaeological resources were identified during the field survey on September 18, 2014. Three (3) studies have been conducted on areas adjacent to the Project area, none of which identified any cultural material. Two (2) resources have been recorded within the ¼-mile buffer (a historic district and the remains of a historic hotel). Because these historic resources are on the east side of Route 1, they do not have the potential to be indirectly physically or visually affected by the Project; the staging area contains no historic built resources and its use is temporary, therefore, its use does not have the potential to indirectly or visually affect any nearby historic properties. In addition, the Project area has been heavily disturbed by previous work to address erosion issues, and is located in an area comprised primarily of fill.

Therefore, because there are no known recorded cultural resources located within the Project area, no cultural resources were identified during the field survey, and because the Project site is comprised mostly of fill material or areas that have been heavily disturbed, the Project is not anticipated to result in any effects on cultural resources. Although the Project involves a minimal amount of ground disturbance on native soil necessary to reconstruct the informal pedestrian trail and protect the shoreline, there is always potential for

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There is accused here are as a grown substant culture, resources located within the Project area no collection and the first substantial properties and project and because the Frage that is any effects on the material or each record that the collections and anticipated to result is any effects or collections and respect to the Project the classical amount or count disturbance on native sail that we call the collection and the project that and project the project that are created that and project that the projec

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DistCoRte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

archaeological deposits to be encountered during subsurface construction activities and throughout the Project area. If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code 7050.5 states that further disturbances and activities shall stop in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC), which will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the appropriate Caltrans staff, so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

Avoidance and minimization measures are summarized in the project Environmental Commitments Record.

### Traffic/Transportation

Currently, this Project is estimated to be constructed in approximately three (3) months. Weekend construction is not anticipated. The majority of construction would occur during daylight hours, but some nighttime work may be required to permit temporary closures for tasks that could interfere with daytime traffic or create safety hazards. Examples of these tasks include certain utility relocation activities or pavement conforms.

Temporary traffic realignment is anticipated along the Project site. A temporary lane shift would be created along the Project limits to maintain two lanes of traffic. Traffic would be shifted to the northbound lane and northbound shoulder to accommodate the temporary closure of the southbound shoulder and a small portion of the southbound lane. The southbound shoulder and a portion of the southbound lane of Route 1 would be closed in the Project work area to allow for equipment use. Detours would be disclosed to affected parties in advance and occur during non-peak periods. The Project would result in no adverse operational impact on Route 1. Temporary access to Surfer's Beach will be maintained during the Project as temporary stairs will be installed during construction.

The Project includes paving a 400-ft. section of an informal pedestrian trail through Caltrans right-of-way. This trail is not a designated pathway but would connect to the existing California Coastal Trail (CCT) north and south of the Project site as well as a staircase to provide permanent public access to the beach. These connections will not impact the CCT. A staircase would also be constructed to provide permanent access to the beach. Caltrans has determined that 4(f) does not apply because the proposed project would not permanently incorporate park or recreational land to transportation use. A bicycle and pedestrian detour to guide the public safely around the construction zone would be provided; but the points at which Caltrans right-of-way connects to the trail would not change during or after construction. Signs would be installed to indicate the access points. After all construction is complete, temporary traffic alignment, temporary beach access stairs, and related signage would be removed. Permanent stairs for public beach access, striping of pavement connecting to CCT and signage would be completed as part of construction.

## Water Quality Analysis

The following summary of project impacts is based upon the Water Quality Assessment Report, Surfer's Beach Shoreline Protection Project, San Mateo County, March 2015.

The Surfer's Beach Shoreline Protection Project area is located within the coastal zone, but is located outside of any critical coastal area as defined by the California Coastal Commission (CCC). In addition, the Project area is located outside of any Areas of Special Biological Significance (ASBS). There are no creek crossings within the project area. Roadway runoff from Route 1 is collected in roadside drainage inlets. The direct Project receiving water body is Half Moon Bay. Half Moon Bay at the Project area is not listed as an impaired water body. No work is proposed within any special flood hazard areas. The project site lies in the tidal area of Half Moon Bay and is therefore exempt from hydromodification requirements.

There would be 4,891 square feet of additional impervious area created by the Project that would result in minimal increases in the low-flow and peak-flow velocity and volume to Half Moon Bay. Drainage patterns

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If him in remaining and discovered. State Health and Safety Code 7050.5 states that further dut unances and activities shall adopt in they are not need by save suspected to readle remains, and the Country Conseil contributed Purculant to the Countries Code (RAPC). Section 5057-36 if mail terrains are trought to be stated from the comments of the property of the property of the comments will contact the property that the remains will contact appropriate Commission (NAPC), which will contact the remains will contact appropriate the contact to the respectful treatment and according to the remains. Forther provisions of SPC above 46 are to be followed as applicable.

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beach to mimic the existing Project. This would also allo	drainage patter ow for run-off in	rn; therefore, new di filtration. While this	redetal-Ald Project No. (Local Project)/Project No. is shoulders or in the median of Route 1 are not trail would be sloped towards the RSP and rainage systems would not be required for the minimal increase in impervious area would water impacts would be minimal.

During construction, potential water quality impacts include sediment-laden discharge from 13,156 square feet of disturbed soil areas and from storage or work areas. Additional impervious area from this project is not expected to increase turbidity in runoff over disturbed soil areas entering storm drainage facilities; however, temporary construction BMPs will be in place to reduce sediment from construction activities into storm drainage facilities or nearby water bodies.

The coastal areas would be protected according to the CCC regulations during project construction. This project will require a Water Pollution Control Plan (WPCP).

Avoidance and minimization measures are summarized in the project Environmental Commitments Record.

## Permits and Approvals

Caltrans is seeking an amendment to its Coastal Development Permit through the California Coastal Commission. Reference CDP No. 1-98-057-A3.

The Environmental Commitments Record summarizes the avoidance and minimization measures incorporated into the project (see attached).

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